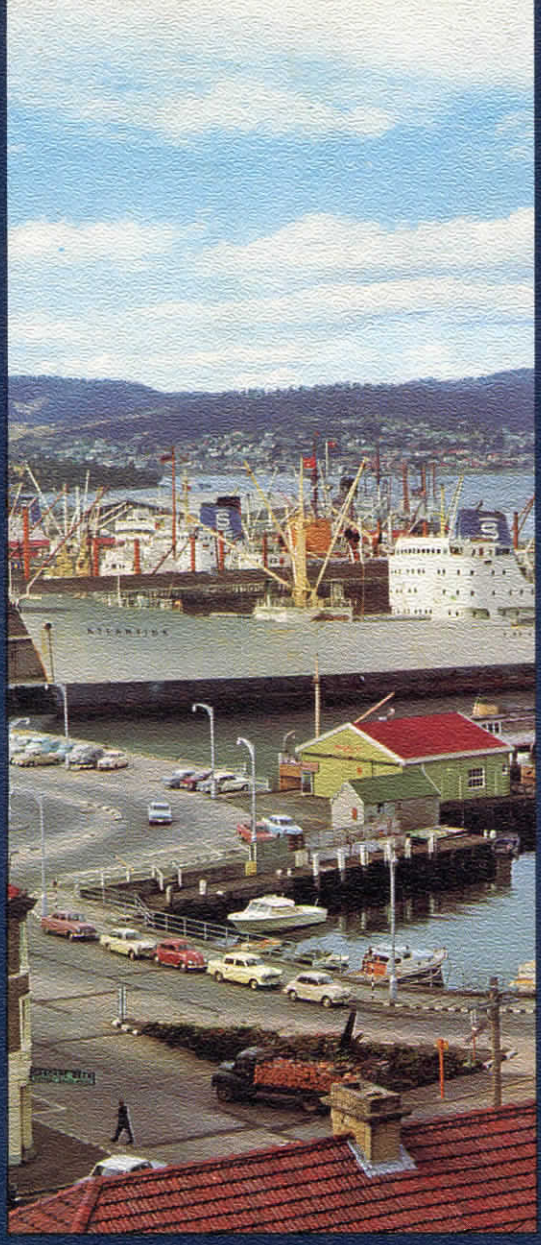


MARINE BOARD OF HOBART

THE PORT OF HOBART

The history of the Port of Hobart began in February, 1804, when three square-riggers commanded by Lieutenant David Collins dropped anchor in the sheltered waters of Sullivans Cove. Collins, then Governor of Van Diemen's Land, was so impressed that he named land around the cove Hobart Town and moved the original settlement, which had been established six months earlier at Risdon Cove by Lieutenant John Bowen to this site. Today, the Port of Hobart, within the jurisdiction of the Marine Board of Hobart, includes more than 20 deep-water berths, of which 16 are actually in Hobart. The others are at Electrona, Port Huon, and Spring Bay, where a new wharf provides bulk-handling facilities for a woodchip industry. Today, the Port of Hobart handles about two million tons of cargo annually and has the capacity to greatly increase this figure.

General cargo handling is centred on Sullivans Cove, where ships can berth close to road and rail outlets. Pictured at right are ships loading fruit for European markets, a cargo liner in the Far East trade approaching her berth, a freighter discharging wood pulp into lighters for transport upriver, an interstate general cargo vessel, one of the roll-on, roll-off vessels which use the port, and one of the many Japanese fishing vessels which find the Port of Hobart convenient for stores and bunkers.

RISDON

Taking advantage of Tasmania's ample fresh water and cheap electricity, the Electrolytic Zinc Company at Risdon, three miles up river from Hobart, imports bulk concentrates, potash, and phosphate for processing. A major supplier of agricultural fertilisers to other Australian States, the company also exports high-grade zinc to five continents. A recent development in this company's diverse operation is the export of bulk sulphuric acid in specially constructed tankers.

Unaffected by tides, ships enter and leave the Port of Hobart by day and by night, while shift work at the Risdon installation ensures a quick turn round.

Recently dredged to 36 feet, the Risdon Wharf can now accommodate the medium-tonnage bulk carriers which have replaced the conventional tramp steamers on world routes.

ROLL-ON, ROLL-OFF FERRY

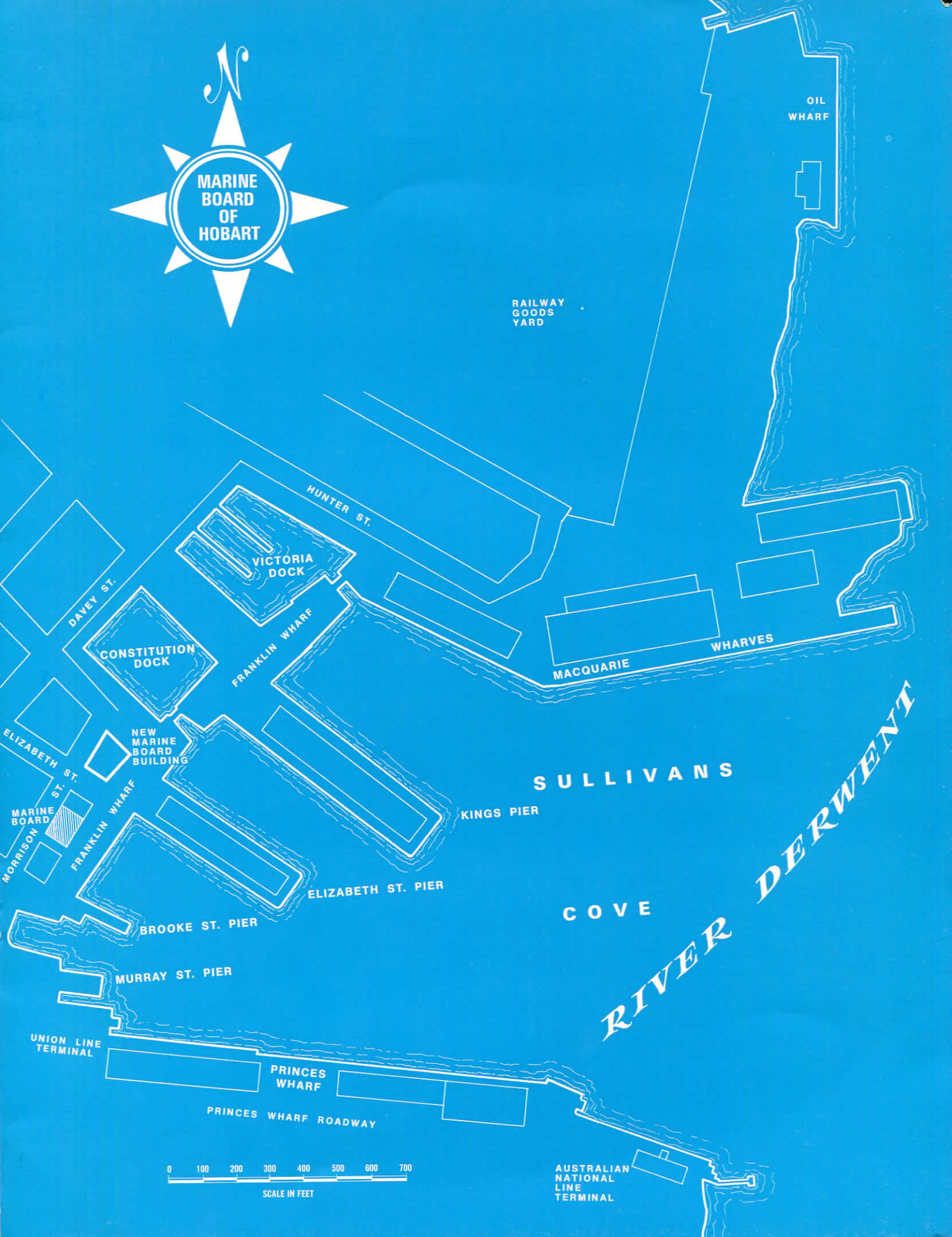
The Seaway Terminal, operated by the Union Steam Ship Company of New Zealand, provides roll-on, roll-off services to Melbourne and Sydney, with transhipment facilities to other ports. Regular services are maintained by the specially designed 'Seaway King' and 'Seaway Queen'.

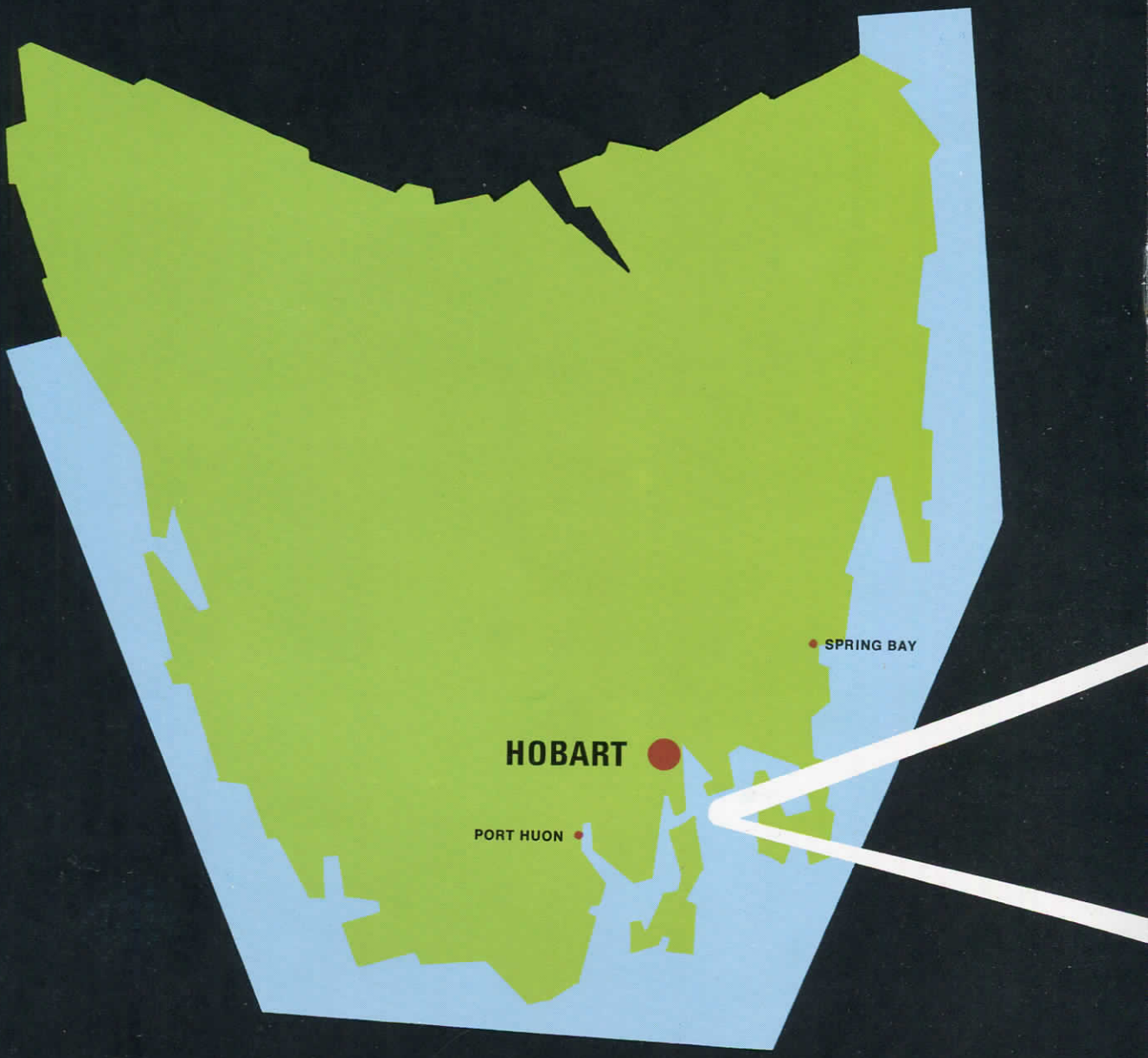
SERVICES

The Australian National Line's 'Empress of Australia' provides year-round roll-on, roll-off services to Sydney. The vessel's passenger accommodation allows passengers to travel with their vehicles and, during the summer, private cars occupy all space not used by road haulers' vehicles and other cargo. The same berth is used by the 'Trader' class vessels plying between Hobart, Melbourne and northern ports.

Immediate plans include the provision of an additional roll-on, roll-off berth to meet the increasing requirements of this trade.

Hobart becomes the world yachting focal point each January, when ocean racing yachts competing in the 640-mile Sydney-Hobart race sail up the wide Derwent Estuary to the finishing line, and berth in Constitution Dock (see facing page). Throughout the rest of the year, the dock provides berths for the port's fishing fleet.


N
MARINE BOARD OF HOBART
OIL WHARF
RAILWAY GOODS YARD
HUNTER ST.
VICTORIA DOCK
DAVEY ST.
CONSTITUTION DOCK
FRANKLIN WHARF
MACQUARIE WHARVES
NEW MARINE BOARD BUILDING
ELIZABETH ST.
MORRISON ST.
MARINE BOARD
FRANKLIN WHARF
SULLIVANS COVE
KINGS PIER
ELIZABETH ST. PIER
BROOKE ST. PIER
MURRAY ST. PIER
RIVER DERWENT
UNION LINE TERMINAL
PRINCES WHARF
PRINCES WHARF ROADWAY
0 100 200 300 400 500 600 700
SCALE IN FEET
AUSTRALIAN NATIONAL LINE TERMINAL



TASMANIA

SHOWING THE AREA OF JURISDICTION OF THE MARINE BOARD OF HOBART

BOYER
HOBART
MARGATE
ELECTRONA
PORT HUON
POLICE POINT
Storm Bay
0 5 10 15 20
MILES

PORT HUON

Port Huon, in the rich Huon Valley, provides a direct sea outlet for the high-quality apples and pears grown in the area. Pictured are ships loading fruit for Europe and the Far East. Recently enlarged cool stores on the wharf allow fruit cargoes to be pre-cooled and assist in faster loading.

Hospital Bay, Port Huon, provides bulk-loading facilities for neutral sulphite wood pulp produced from eucalypt timber. Developed to serve interstate markets, this facility can also cater for overseas orders.

In addition to fruit exports, the Port Huon Wharf handles imports for the nearby pulp mill of Australian Paper Manufacturers.

The only newsprint mills in Australia are at Boyer on the Derwent River, 18 miles upstream from Hobart. Newsprint produced here is carried by lighter for loading on ships in Hobart.

On the shores of land-locked North West Bay, 18 miles from Hobart, the Australian Commonwealth Carbide Company Ltd. uses its own wharf for the import of bulk anthracite and locally-mined limestone. The Marine Board of Hobart holds 122 acres of land suitable for industrial expansion at Margate, about four miles away on the shores of North West Bay.

The Selfs Point Oil Wharf is used by tankers discharging into the installations of major oil companies supplying Hobart and other parts of Southern Tasmania. One mile upstream from the Tasman Bridge, this berth is used by tankers of up to 20,000 tons deadweight, and investigations are being made into the provision of facilities for the reception of larger and deeper-draught vessels. Bunkers are also supplied from this berth.

A new slipway capable of handling vessels of up to 1200 tons displacement was completed in 1968. Designed and constructed by Marine Board of Hobart staff, this slipway embodies several novel features which have created widespread interest in other States and overseas.

Situated on Spring Bay is the recently established plant of Tasmanian Pulp and Forest Holdings Limited. Taking advantage of one of the many natural harbours in the region, Tasmanian business interests have initiated this new venture which will be used by 36,000-ton bulk carriers. Initial operations of this plant require the annual shipment to Japan of some 600,000 tons of wood chips.

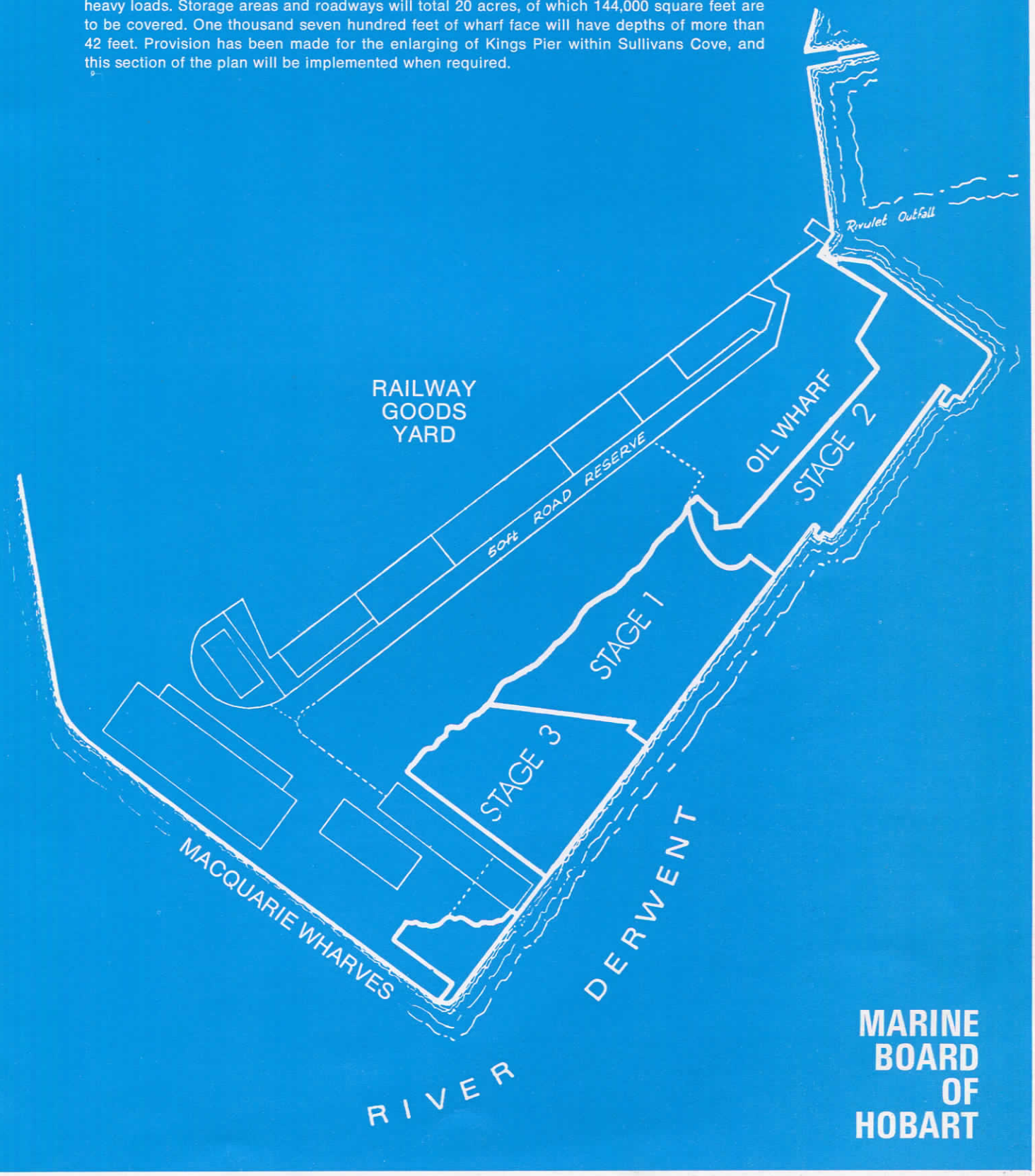
Pictured at left is the coastal vessel 'Joseph Banks' on the slipway. This vessel is 202 feet long and of 720 tons light displacement and can be slipped in 50 minutes.

Police Point on the Huon River is one of many sites in the Port of Hobart suitable for Port development. With minimum depths of 70 feet in the mile-wide approach channel, Police Point is considered ideal for development.

NEARBY UNDEVELOPED SITES

Margate, in North West Bay, where the Marine Board of Hobart recently acquired 122 acres of agricultural land as a reserve for industrial sites. With depths of more than 40 feet close in-shore and an unencumbered approach channel, this area has ample supplies of electricity and fresh water. A new freeway provides rapid access to Hobart, 14 miles away.

Work has now commenced on the re-alignment of berths at Macquarie Point to provide an additional 16 acres of land. When completed the scheme will include 2125 feet of deep-water berths, with provision for a 25-ton travelling crane and adequate strength for the handling of heavy loads. Storage areas and roadways will total 20 acres, of which 144,000 square feet are to be covered. One thousand seven hundred feet of wharf face will have depths of more than 42 feet. Provision has been made for the enlarging of Kings Pier within Sullivans Cove, and this section of the plan will be implemented when required.



MARINE BOARD OF HOBART

GENERAL INFORMATION — DECEMBER 1970

(Privately owned and operated installations excluded)

HOBART

MARINE BOARD WHARVES (GENERAL CARGO)

Eight Berths (4700 ft. of wharf face) with alongside depths of over 30 feet.

Four Berths (1900 ft. of wharf face) with alongside depths between 20 and 30 feet.

Eleven transit sheds comprising 396,000 square feet of covered storage. Three cool stores comprising 713,360 cubic feet of storage for fruit.

Mechanical Equipment:

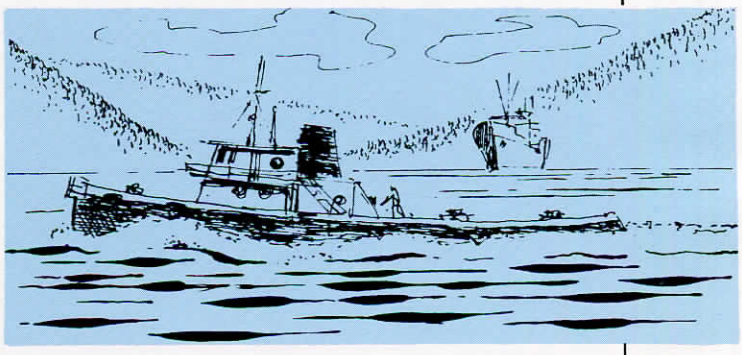
80 Fork Trucks,
6 Mobile Cranes (2-30 tons capacity),
1 Wharf Crane (20 tons capacity),
2 Elevators.

MARINE BOARD WHARF (BULK OIL)

One berth with alongside depths of thirty feet.

TASMAN BRIDGE

Width of navigable span	240 ft.
Height of navigable span	155 ft.
Depth in approach channel	50 ft.
Hours open to traffic	Continuous.



TUGS AND PILOTS

Available at short notice.

Minimum depths in approaches to the Port, 50 feet.

PORT HUON

MARINE BOARD WHARF

One berth (660 ft. of wharf face) with alongside depths of thirty-two feet.

One berth (564 ft. of wharf face) with alongside depths of twenty-five feet.

One transit shed comprising 29,295 square feet of covered storage. One cool store comprising 166,000 cubic feet of covered storage for fruit.

PILOTS

Available from Hobart at two hours notice.

Minimum depths in approach channel, 29 ft. 6 inches.

Postal Address: MARINE BOARD OF HOBART, FRANKLIN WHARF, G.P.O. BOX 202 B HOBART, TASMANIA, 7001

Printed by Mercury-Walch Pty. Ltd. Hobart

DESIGN AND PRODUCTION: BANKS ADVERTISING PTY. LTD. HOBART

M.V. "Scotspark", draught 34' 6" — passing under Tasman Bridge bound for Risdon.